is not possible. Ministry of Urban Development and Poverty Alleviation, Government of India has constituted a Peer Group to revise and update the existing Vulnerability Atlas of India brought out by Building Materials and Technology Promotion Council in 1997. This Peer Group will also cover the National Capital Region of Delhi for revising and updating the existing Vulnerability Atlas of India.

(b) As per the seismic zoning map prepared by Bureau of Indian Standards (IS-1893 (part-I): 2002), Delhi region lies in Zone-IV, which is classified as "severe intensity zone". According to this classification, the region is broadly associated with seismic intensity VIII on Modified Mercalli Intensity Scale. The Government of India has initiated microzonation studies of Delhi region to provide earthquake hazard and risk related products on a microscale to enable better planning with regard to pre and post-disaster preparedness, mitigation and management strategies.

(c) High-rise buildings/flats and weak structures are prone to damages under high intensity of earthquake particularly those buildings which are not constructed according to the safety norms, codes and specifications formulated by Bureau of Indian Standards. Some of the initiatives already taken on disaster management and mitigation are:

(i) Amendment of Unified Building Bye-laws to incorporate structural safety measures to ensure that buildings that are constructed provide for requisite safety features with respect to earthquake forces.

(ii) Survey of Government owned buildings to ensure their structural soundness.

(iii) Asking private owned multi-storeyed buildings to adopt retrofitting techniques and other measures in order to make their buildings earthquake proof.

Waterway for Allahabad, Kanpur and Patna

†1013. SHRI PYARELAL KHANDELWAL: Will the Minister of SHIPPING be pleased to state:

(a) the details of measures being taken by Government for the development of waterways;

† Original notice of the question was received in Hindi.

(b) whether it is a fact that most of the waterways are not fit for the use for want of proper maintenance;

(c) if so, the details thereof; and

(d) the details of action taken by Government on their announcement to commence transportation on Allahabad, Kanpur, Patna waterway?

THE MINISTER OF SHIPPING (SHRI T.R. BAALU): (a) Various measures taken for development of waterway include (i) providing navigational channel and infrastructure on the three national waterways, (ii) facilitating development of waterways by the State Governments through Centrally Sponsored Scheme and (iii) conducting studies leading to preparation of detailed project report for the development of waterways.

(b) No, Sir. Almost the entire stretch on National Waterways is navigable.

(c) Does not arise.

(d) From time to time, voyages have been undertaken, by the vessels of Central Inland Water Transport Corporation and Inland Waterways Authority of India, to demonstrate navigability of river Ganga between Allahabad and Patna. Further, efforts will be made for starting fixed schedule demonstration run between Allahabad and Patna from July, 2005 onwards for most part of the year. Kanpur does not fall on the National Waterway system.

Progress of Sagarmala Project

1014. DR. VIJAY MALLYA:
SHRI ROBERT KHARSHIING:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the Sagarmala Project announced by Government with a proposed outlay of Rs. 10,000 crores has not made any progress;

(b) what is the budget provision made for the project during the current year;

(c) what are the project which are proposed to be taken up particularly in the initial stages; and